

PATENT SPECIFICATION

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DRAWINGS ATTACHED.

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COMPLETE SPECIFICATION.

A New or Improved Safety Harness for Personal Wear.

We, OFFSHORE (SAILING) LIMITED, a British Company, of Union Street, Salcombe, South Devon, do hereby declare the invention, for which we pray that a patent may be granted to us, and the method by which it is to be performed, to be particularly described in and by the following statement:—

This invention relates to a new or improved safety harness for personal wear, and which will be eminently suitable for use by yachtsmen, although useful also to persons engaged in various hazardous occupations in cases where it will be appropriate to anchor a safety line to the front of the harness. The invention provides a harness which can be attached easily and expeditiously to the person, and which is likely to prove comfortable in wear, an object of the invention being to provide a harness designed to afford correct positioning of a line-anchoring element in front of the wearer's chest.

According to the invention a safety harness for personal wear comprises a main belt which passes around the wearer's body in a position at chest level, a line-anchorage member attached to said belt, belt-fastening means which is releasable to allow said belt to be opened for fitting it on to and removing it from the wearer, and a halter band which passes behind the neck of the wearer and which is connected at the front to said line-anchorage member so as to locate same in vertical direction in a position in front of the wearer's chest.

The harness may include a connecting strap arranged to connect together, in spaced relationship, a portion of the halter band which assumes a position behind the wearer's neck, and a portion of the belt

which assumes a position behind the wearer's back.

A safety harness of one convenient form in accordance with the invention will now be described, by way of example, and is shown in the accompanying drawings wherein:—

Figure 1 is a front perspective view and Figure 2 is a side perspective view.

The safety harness shown comprises a main belt 1, which is adapted to pass around the wearer's body in a position at chest level, one end of this belt being secured to a ring portion 2 of a metal line-anchorage member 3. At its other end the belt 1 carries a clip 4, this clip being engageable over the ring portion 2 of member 3, the arrangement being such that the member 3 serves to connect the two ends of belt 1. The clip 4 constitutes a belt-fastening means which is releasable from member 3 to allow the belt 1 to be opened for fitting it on to and removing it from the wearer. The effective girth of the belt can be varied by adjusting a slider 5 to allow the length of a looped end portion of the belt which carries the clip 4 to be altered.

A halter band 6, which is adapted to pass behind the neck of the wearer, has its ends secured to the ring portion 2 of member 3. Alternatively it may have one end thus secured, its other end carrying any convenient form of fastener which is engageable with part 2, for instance a clip of hooked form. The length of the halter band 6 is such as to locate the line-anchoring member 3 in a vertical direction so that it will have the intended position in front of the wearer's chest.

The member 3 includes a line-anchoring

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loop 7 which is integral with the ring portion 2 and extends arch-wise across it so as to project forwardly. This loop 7 serves for the securing thereto of a towing line, safety rope or the like.

A flexible connecting strap 8 has one end secured to the halter band 6 at a position centrally in the length of same, its other end having a loop 9 through which the belt 1 passes. This connecting strap 8 thus is arranged to connect together, in spaced relationship, a portion of the halter band 6 which is positioned behind the wearer's neck, and a portion of the belt 1 which is disposed centrally behind the wearer's back.

The clip 4 is curved approximately in correspondence with the curvature of belt 1 when being worn.

If desired, provision may be made for varying the effective length of the connecting strap 8; for instance the strap may have two loops corresponding to the loop 9 shown, and disposed one above the other, the band 1 being threaded through either one or other of these loops.

The main belt 1, halter band 6 and connecting strap 8 are made of any suitable strong and rot-proof material such as nylon webbing or other fabric made of synthetic plastic material. The anchorage member 3 may be made of black mild steel which is metal plated to resist rust and corrosion.

In the case where the safety line attached to the anchorage member is a towing line used for towing a person through water, it is important for this member to have a correct disposition in front of the wearer's chest. The construction of the device as aforesaid provides for this, an important factor being that the measurement from behind the wearer's neck to the chest front has but little variation in persons of different build, so that no adjustment of the halter band 6 is required. The connecting strap 8 tends to relieve the forward pull exerted by the halter band 6 on the back of the wearer's neck.

WHAT WE CLAIM IS:—

1. A safety harness for personal wear, comprising a main belt which passes around the wearer's body in a position at chest level, a line-anchorage member attached to said belt, belt-fastening means which is releasable to allow said belt to be opened

for fitting it on to and removing it from the wearer, and a halter band which passes behind the neck of the wearer and which is connected at the front to said line-anchorage member so as to locate same in vertical direction in a position in front of the wearer's chest.

2. A safety harness according to Claim 1, wherein the said line-anchorage member is arranged to connect end portions of said belt.

3. A safety harness according to Claim 2 wherein the said releasable belt-fastening means is arranged for engagement with said line-anchorage member.

4. A safety harness according to Claims 2 or 3 wherein the said line-anchorage member embodies a ring portion to which are attached end portions of the belt and end portions of the halter band, and a line-anchorage portion carried by said ring portion.

5. A safety harness according to Claims 3 and 4 wherein the said belt-fastening means is a clip engageable with said ring portion of the line-anchorage member.

6. A safety harness according to Claim 4, wherein the said line-anchorage portion is a loop extending arch-wise across said ring portion.

7. A safety harness according to any of the preceding claims, wherein the said belt is adjustable as to its girth.

8. A safety harness according to any of the preceding claims including a flexible connecting strap arranged to connect together, in spaced relationship, that portion of the halter band which assumes a position behind the wearer's neck, and that portion of the belt which assumes a position behind the wearer's back.

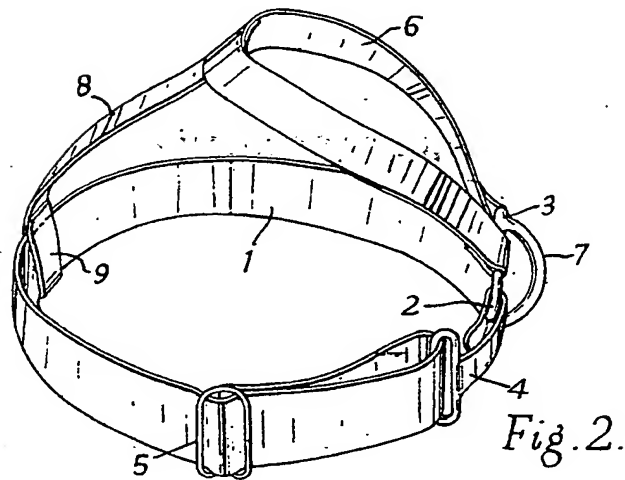
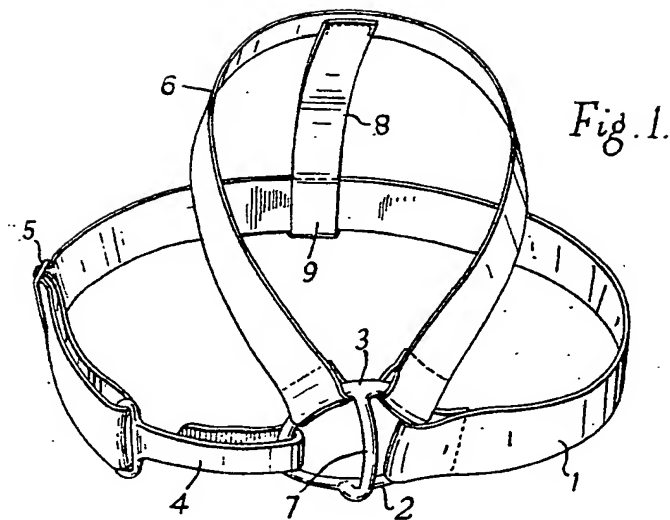
9. A safety harness according to claim 8, wherein the said connecting strap has a loop through which the belt passes.

10. A safety harness substantially as herein described and as shown in the accompanying drawings.

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